

# 1. GOALS, OBJECTIVES AND PERFORMANCE MEASURES

*The mission of the Virginia Department of Aviation is to “Progressively promote, develop and maintain a safe, technologically advanced, market driven air transportation system that provides the citizens of Virginia with convenient and efficient access to the expanding world community.”*

The system goals, objectives and performance measures identified by the Department of Aviation establish a policy framework that has guided the development of various elements of this Virginia Air Transportation System Plan (VATSP) Update. The goals and objectives reflect airport system policy issues and priorities identified by the Department of Aviation in consultation with a Study Advisory Group (SAG) comprised of stakeholders from government and private industry that was involved throughout this system planning process.

The performance measures then serve to:

Establish benchmarks against which the current performance of the aviation system can be defined and future development needs assessed; and

Provide a basis for evaluating alternative strategies or projects to improve the performance of the aviation system.

## **GOAL 1: Maintain a safe and reliable airport system.**

### ***Objectives:***

1. Ensure that airport facilities meet applicable federal or State design criteria and safety standards.
2. Protect FAA-mandated safety areas, runway protection zones, and other clear areas.
3. Provide meteorological facilities at all airports with a service role of “general aviation community” and higher to enhance the safety and reliability of operations under all weather conditions.
4. Provide instrument approach procedures through the use of ground based navigational facilities and/or global positioning satellites (GPS) to airports with a service role of “general aviation community” and higher, to improve reliability during adverse weather conditions.

***Performance Measures:***

- I. Percentage of runways with full safety areas and runway protection zones (RPZ's).
- II. Percentage of airports with a service role of “general aviation community” and higher with an Automated Weather Observation System III with present weather and thunderstorm information (AWOS III-P-T).
- III. Percentage of airports with a service role of “general aviation community” and higher that have a published straight-in approach and Runway End Identification Lighting (REIL).
- IV. Percentage of airports with a Vertical Guidance Visual Aid (VGVA) or similar system at both ends of primary runways.
- V. Percentage of system operations at airports at:
  - Commercial Service and Reliever airports with a precision approach (200-1/2).
  - General Aviation Regional airport with a non-precision approach (300-1).
  - General Aviation Community airports with a non-precision approach (400-1).

**GOAL 2: Provide an efficient airport system capable of meeting existing and future demand and supporting statewide economic development.*****Objectives:***

- A. Preserve and enhance existing airport facilities and provide new or replacement airports as recommended by adopted system plan.
- B. Provide convenient access to the National Air Transportation System.

***Performance Measures:***

- I. Percentage of State population within 45 minutes of a commercial service airport.
- II. Percentage of State population within 30 minutes of a public use airport.
- III. Percentage of population served by an airport with at least a 5500 foot runway and approach minima of a 400 foot ceiling and 1 statute mile visibility (400-1).
- IV. Percentage of airports that meet the following criteria that also have a parallel taxiway:
  - 40,000 annual operations; or
  - 20,000 annual operations and landing minimums less than 1 statute-mile visibility and/or less than 400 feet decision height.

### **GOAL 3: Minimize non-compatible land use.**

#### ***Objectives:***

- A. Encourage local planning/zoning boards to consider airport needs and impacts when developing land use and zoning plans.

#### ***Performance Measures:***

- I. Number of jurisdictions that have enacted height restrictive zoning according to Code of Virginia Sections 15.2-2294 and 5.1-25.1.

### **GOAL 4: Develop system in a fiscally responsible manner.**

#### ***Objectives:***

- A. Optimize benefit derived from capital improvement investments.

#### ***Performance Measures:***

- I. Ratio of State and Federal capital grant dollars to the number of aircraft operations at those airports.